With other countries what is the division? What steps have you taken? This part, as you have amended, is welcome. I would only like to know whether you are thinking of comprehensive steps to be taken for having extradition treaties with other countries so that wherever the terrorists are operating, you can apply this Act against them and those countries can also cooperate with us. that is all I want to know. Thank you.

THE VICE-CHAIRMAN (SHRI V. NARAYANASAMY) : The discussion relating to the Code of Criminal Procedure (Amendment) Bill will continue tomorrow. Now, we will take up the statement to be made by the Tourism Minister, Mr. Ghulam Nabi Azad

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STATEMENTS BY MINISTER

Crash of Indian Airlines Boeing 737 Aircraft near Aurangabad Airport on 26-4-1993

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : Sir, the House is aware of the tragic accident to Indian Airlines flight IC-491 on 26th April, 1993 at Aurangabad.

The aircraft, with 112 passengers and 6 crew members, had just taken off from Aurangabad for Bombay. Before it could gain enough height, its wheel gear hit a high-rise truck, loaded with cotton, passing on the road close to the runway outside the perimeter wall at the eastern end. The landing gear of the aircraft broke off under the impact and the aircraft swerved to the left. Thereafter it hit a power transmission line and crashed in the field at a distance of about 7 km. from the airport. The aircraft broke into pieces and caught fire.

While 63 persons, including the pilot, the co-pilot and 2 other members of the crew have survived, it is a matter of deep regret that 53 passengers and 2 members of the crew lost their lives. 12 of the surviving passengers, who had sustained injury, were admitted to the local hospital, 3 of them left the hospital after first aid and the rest are recovering.

I visited the crash site along with senior officials of the Ministry and Indian Airlines and met some of the surviving passengers, including those in the hospital. Chief Minister of Maharashtra had also come over from Bombay and the State Government took all possible rescue and relief measures.

Special information cells have been set up at Delhi, Udaipur, Jaipur, Aurangabad and Bombay to provide information to relatives of the passengers. Arrangements have also been made for members of the bereaved families of Bombay, Jaipur and Udaipur to be taken to Aurangabad.

Compensation for loss of life in the accident would be paid at the rate of Rs. 5 lakhs for adults and Rs. 2.5 lakhs for children to the next of kin.

The available information and the situation, prima facie, do not indicate any sabotage. However, Government have decided to institute a judicial inquiry which will reveal full facts and circumstances of the unfortunate accident. DGCA has commended preliminary investigations.

The sorrow we feel on this sad occasion cannot be described in words. I am sure Hon'ble Members will join me in sharing the grief of the kith and kin of those who lost their precious lives in this unfortunate incident.

THE VICE-CHAIRMAN (SHRI V. NARAYANASAMY) : Mr. Vishvjit P. Singh.

SHRI SURESH KALMADI (Maharashtra) : How can it be, Sir? My notice is of yesterday.

SHRI VISHVJIT P. SINGH (Maharashtra) : I gave my letter yesterday.

SHRI SURESH KALMADI : I also gave my notice yesterday, Sir. You see the date. The date of my letter is yesterday.

SHRI VISHVJIT P. SINGH : See the time.

SHRI SURESH KALMADI : You see the time.

THE VICE-CHAIRMAN (SHRI V. NARAYANASAMY) : Mr. Kalmadi,....

SHRI SURESH KALMADI : Sir, my name was there on the top.

THE VICE-CHAIRMAN (SHRI V. NARAYANASAMY) : Mr. Kalmadi, would you please hear me ?

SHRI SURESH KALMADI : I also gave notice yesterday.

THE VICE-CHAIRMAN (SHRI V. NARAYANASAMY) : Your notice was received at 10.30 A.M. on 27-4-1993.

SHRI VITHALRAO MADHAVRAO JADHAV (Maharashtra) : Sir, I also come from Aurangabad. Let me have the first chance.

THE VICE-CHAIRMAN (SHRI V. NARAYANASAMY) : We have to follow certain rules and procedures. Mr. Vishvjit P. Singh.

SHRI VISHVJIT P. SINGH (Maharashtra) : Now that my friend has relented. so I can start. Normally, I am full of praise for my friend, the hon. Minister. Today, I am afraid, I have to ask him some very pointed questions. The information given in this statement, I am sorry to say, is not as much as the information which we have already got from the newspapers this morning. I expected some sort of a comprehensive statement. Unfortunately, it has not come. Therefore, I would like to ask some specific points. What kind of engine was this Boeing aircraft fitted with ? There have been newspaper reports that there are two different kinds of engines fitted on the Boeing aircraft and this particular engine was of a weaker variety, one which does not perform well under conditions of heat. Is that true, Mr. Minister ?

The second point is : Is it also true that it was 40 degrees yesterday at Aurangabad airport and even more on the tarmac thereby causing more problems for this aircraft with this particular engine ?

The third point is : Is it also true that this aircraft has flown 46,000 hours and has done over 50,000 landings in these 46,000 hours ? Could you give us the exact number of hours that this aircraft has flown and the exact number of landing and take-offs that this aircraft has done ?

I have been maintaining all along that we are overusing our aircraft and we need to change them. I have said before the House that if we were going to treat our aircraft like we do with anything else, carry on using it till it is completely finished, we were going to be in trouble. That is the reason why even your staff is upset. Everybody gets upset because of the overuse of the aircraft. The aircraft starts early morning and carries on till late at night, taking off and landing, taking off and landing. There is something called metal fatigue. A machine cannot last for ever. Please let us understand that. I want to know this. I find the second paragraph a little strange. You have said that when the aircraft was taking off its wheel gear hit a high-rise truck. What kind of a high-rise truck was it ? Even after the aircraft crossed the entire runway it hit a highrise truck ! Is it a high-rise building or a high-rise truck ? A truck cannot be that high. After all if such high-rise trucks are passing next to the runway, why did you not have the road or the runway relocated ? Was that thought of ? Was there something else wrong ? You must come uot with some more details. This is not good enough. Please give us a more detailed statement. Thank You.

SHRI SURESH KALMADI : Sir, the statement says that a judicial probe has been ordered and Rs. 5 lakh compensation has been paid. All that is very well. But we cannot bring the lives back. My friend, Mr. Vishvjit, has mentioned about the age

of the aricraft. I think the Minister, on the floor of the House, has said that they are aiming to have the maximum age of an aircraft which is operating in India as 10 years or 15 years. I would like to know from the minister whether 15 years are over or not. I think this aricraft is 18 to 19 years old. Mr. Vishvjit Singh has rightly pointed out about the engine. This particular aircraft had the JT-9A engine. It was the first engine fitted on the Boeing 737. These engines were not powerful enough. That is in the knowledge of the Ministry. In high temperatures this particular engine does not work properly. So, in the subsequent 737s, which you have purchased, different engines were put. It is right? I would like to know whether this particular aircraft with this engine was reported in the log book as having developed less power during take-off. This is my one specific question to you. The Pilots Guild has stated today that this aircraft could have been overloaded. What was the weight of the aircraft? Was it refuelled at Aurangabad? What kind of articles were loaded in the aircraft at Aurangabad? The temperature was very high. You are aware of the performance of the engine of this aircraft. The rnway at Aurangabad is just 6000 feet. It is very small. It can be one of the reasons that the aircraft was overloaded. I have not heard anywhere in the aviation history where an aircraft takes off from the airfield and hits a truck at the end of the airfield. After the wall was over, on the road, it hit the truck.

There must be something drastically wrong with the aircraft. Something has drastically gone wrong with the take-off. I am afraid the Minister has highlighted nothing in the statement which is not there in the newspapers. Was there the possibility of an engine failure on the aircraft? I would also like to know how much the pilot flew on that day or the day before. This is a question of pilot's fatigue because this is a very long route from Delhi to Bombay via Jaipur-Udaipur-Aurangabad. The lady co-pilot was inexperienced. She has just done 900 hours of flying. Was it a Jet sortie for her? I would also like to know whether she was doing the take-off. Was the take-off permitted by the Air Traffic Controller from the beginning of the runway? Did the pilot come in from the taxi track and just take off?

I want to know whether he held on to the start of the runway and went to the end of the runway. Did he do all his checks? This is very important. Or did he casually take off? It could be a pilot error. This has to be investigated. I would like to know from the Minister whether the preliminary report has already been made and whether the black box has been found. That also is not mentioned in the statement. All these points are not there in the statement. There have been proposals to increase the runway length at Aurangabad airport. The proposal is there in the Tourism Ministry for the last one year for modernisation of the Aurangabad airport which includes the extension of the runway. Why is it not being done when they know that this is a city of tourist interest?

So many aircraft are landing there. This proposal is lying in dust in the Tourism Ministry. There is a Rs. 15 crore project for which money has been arranged from Japan. All that has to be done by the Tourism Ministry is that they have to appoint one consultant. Why has there been a delay in the appointment of a consultant for the Aurangabad project? I would like to know this from the hon. Minister.

I would like to know whether the fire extinguishers reached there on time and whether that sort of efficiency was there at Aurangabad. In case it is so, how many

of these engines are there in other 737 aircraft? If they are there, then I would really suggest that these aircraft should be grounded and checked whether their power is all right or not. I think people from the Boeing company should be called to check on these old engines. Now, the temperature is going to go up and up and God forbid, there should not be another accident. This kind of aircraft should definitely not be run on a short runway like the one in Aurangabad. I would only like to repeat whether the Minister will stand by his statement that they would like to have the age of the fleet as a maximum of 10 years or 15 years.

श्री विट्ठल राव माधवराव जाधव (महाराष्ट्र) : उपसभाध्यक्ष महोदय, यह जो विमान दुर्घटना औरंगाबाद में घटी है यह हमारे रीजन में आता है। इस दुर्घटना में जो लोग मरे हैं या मारे गए हैं उनमें से बहुत से लोगों से हमारा परिचय था। मैं जानता हूं कि एयर स्ट्रीप की लेन्थ क्या है? कहीं भी ऐसी नहीं है कि एयर स्ट्रीप खत्म होता है तो बाजू में औरंगाबाद में रस्ता जाता है, ऐसा और जगह कहीं नहीं है। हमारे मित्रों को औरंगाबाद जाने का मौका नहीं मिलता है .... (व्यवधान)। यह बड़ा सीरियस मामला है। उन्होंने औरंगाबाद देखा नहीं है। हमारे गृह मंत्री जी उसी इलाके से आते हैं। वे जानते हैं कि कई दफा हमने सरकार से यह मांग की है कि इस एयर स्ट्रीप की लेन्थ बढ़ाई जाय और वह रोड और ट्रैफिक को डाइवर्ट किया जाय। इंडिस्ट्रियल एरिया भीड़ भी वहां पर बहुत है। वहां का टेम्प्रेचर 40 डिग्री सेल्सियस से ऊपर चला गया था। कल औरंगाबाद का टेम्प्रेचर 42 डिग्री से ऊपर था। आपने समाचार पत्रों में पढ़ा होगा कि जब टेम्प्रेचर बढ़ता है तो वायु का एक वर्तुल बन जाता है जिससे कोई भी चीज जो ऊपर होती है नीचे गिर पड़ती है। इसलिए जब टेम्प्रेचर इतना बढ़ गया था तो क्या आपके नियंत्रण कक्ष ने विमान चालक को कोई सलाह दी थी कि ऐसी स्थिति में क्या करना चाहिए। यह बात मैं मंत्री महोदय से जानना चाहता हूं कि क्या ऐसा कुछ किया गया था या नहीं?

तीसरी बात मैं यह कहना चाहता हूं कि एयर स्ट्रीप को बढ़ाने के लिए हम लोग बारबार प्रयास कर रहे हैं और यह मांग करते जा रहे हैं कि इसको इन्टरनेशनल एयर पोर्ट बनाया जाय। परन्तु हमको यह जवाब दिया जाता है कि अजन्ता और एलोरा के लिए जापान से दो सौ करोड़ रुपए मिलने वाले हैं, जब वह पैसा मिल जाएगा तो इस काम को हाथ में लिया जा सकता है। ऊपर से जब वर्षा होगी तो कुछ होगा। यह मराठवाड़ा का 1/3 हिस्सा है। पहले वहां पर रात को उतरने की भी सुविधा नहीं थी, लेकिन अब कर दी गई है, लेकिन कोई नई टैक्नोलोजी नहीं है। इसलिए मैं मंत्री महोदय से जानना चाहता हूं कि मुख्य मंत्री भी आपके साथ थे, क्या आप रोड को डाइवर्ट करने के लिए कोई कदम उठाएंगे? दूसरी बात यह है कि क्या आप एयर स्ट्रीप की लेन्थ बढ़ाने के लिए भी कोई कदम उठाएंगे? जो जाने चली गई हैं उनको हम वापस नहीं ला सकते हैं, लेकिन औरंगाबाद में अजन्ता और एलौर को देखने के लिए टूरिस्ट आते हैं, इसलिए क्या आप औरंगाबाद को एक इन्टरनेशनल एयर पोर्ट का दर्जा देंगे? कहा जाता है कि जापान से पैसा आएगा, लेकिन क्या किसी और देश के साथ भी आपका कोआपरेशन चल रहा है? क्या आप यहां के लिए कोई डायरेक्ट सर्विस करने जा रहे हैं? मुझे यह भी जानकारी मिली है कि यहां पर

747 बोइंग को भी उतारने का प्रयास कर रहे थे । लेकिन जब 737 ही ठीक तरीके से नहीं उतरता तो 747 या 300 एयर बस वहां कैसे उतर सकती है ? तो इसके बारे में सरकार क्या कदम उठाने जा रही है और एयर स्ट्रिप को मार्डनाइज करने के बारे में, रडार यक्त करने के बारे में और सचनाएं ठीक समय पर देने के बारे में सरकार क्या करने जा रही है, यह मैं जानना चाहता हूं ?

साथ ही साथ जैसा कि मेरे मित्र ने कहा कि यह बोइंग 737 कई सालों से चल रहा था । जब से एयर लाइन्स और एयर इंडिया शरू हुई, उस समय से यह बोइंग चल रहा है और औरंगाबाद के बोइंग में आप जब कभी जाएंगे तो पाएंगे कि इतना पराना यह हवाई जहाज है कि उसमें सामान रखने की भी जगह नहीं है, इसके लिए कोई व्यवस्था नहीं है । यह इतना पराना है । मझे लगता है कि इंडियन एयर लाइंस में जो पहले बोइंग आए होंगे, वही बोइंग इस रास्ते पर चल रहे होंगे । ये आउट डेटेड बोइंग हैं । क्योंकि यहां गरीब लोग हैं, राजस्थान और मराठवाडा जाने वाले लोग राजस्थान के भी गरीब लोग हैं मराठवाडा के भी गरीब हैं और गरीब लोगों को सविधा देने की अक्सर आदत नहीं होती, चाहे कोई भी सरकार हो । मैं कहना चाहूंगा कि कृपया जो डेफिसेंसी है उसको खत्म कीजिए ताकि आगे इस तरह की दर्घटनाएं न हों । इस एयर क्रैश में जो 57 लोग मरे हैं. यह बहत ही दखद घटना है और सारा देश इससे विचलित हो गया है । हमारे क्षेत्र में इसके बारे में बहत दर्भावना का प्रदर्शन हआ है । तो मैं जानना चाहता हूं कि मंत्री महोदय इसके बारे में क्या ठोस कदम उठाने जा रहे हैं और हमारे लोगों को क्या राहत देने जा रहे हैं । धन्यवाद ।

SHRI SUKOMAL SEN (West Bengal) : Sir, I do not know as to what I should say because the Government has an excuse. It is not an accident. From the manner in which the passengers have been killed, I would say that they have been killed due to the utter negligence and callousness of the Civil Aviation Ministry, particularly, due to the bad system of the Civil Aviation Ministry because never in this country or perhaps in the world such an accident has taken place. You look at the Indian airports. They are surrounded by roads. Look at the other airports in other countries. Go to Hong Kong and see where the airports are located. They have the tallest buildings on all sides. But such a thing has never happened. The Civil Aviation Minister did not pay any heed to the problems of our airfield, to the problems of our aircraft, to the problems of our pilots and they don't feel that the lives of the people are valuable. And the net effect of this negligence was this accident. What is their excuse to the countrymen ? It is not that at a particular height the engine got fired or it is not that there was a bird-hit or it is not that the other failures took place. The statement says, 'its wheel gear hit a high-rise truck'. I do not know who discovered this word 'high-rise truck'. This should be included in the Oxford dictonary. I have heard of high-rise buildings. It could have been 'loaded truck'. So, it is clear as to how they are trying to hide their crime. They say that it is a high-rise truck. Is it like a 52-storey building or like the New Empire State building at New York ? Such silly statements should not be made in Parliament. Such silly draft should not be presented in Parliament. The officials should be cautioned. The Ministry should be careful about it. What I want to know is whether the Civil Aviation Ministry paid proper attention to the peculiarities of the Aurangabad airport, whether the airfield was sufficient for take-off, what the alignment of the road is and whether there was any possibility of the aircraft hitting a lorry, truck or a bus in the event of a mistaken take-off. Perhaps, it was never evaluated. And many Members have raised a question about the engines. Definitely, there was something wrong with the engine which could not take-off to even a particular height. Or the pilot was at

fault. Maybe, the take-off itself was wrong or the flight was overloaded or the heat was not congenial for the proper take-off. All these navigational problems are there. But nobody was there to look into it and, as a result, more than 50 passengers were killed and many have been injured.

[The Vice Chairman (Shri Shankar Dayal Singh) : in the Chair]

injured. Luckily some have survived. Otherwise, all could have died. They have not said anything about the black box. Some Member has pointed out this and wanted to know whether they are trying to know if the aircraft was overloaded, heat was not proper for the take-off, the engine was old enough that it could not have a proper take-off, what was the experience of the pilot in that region, whether the pilot was a new one in that region. This also contributes. I am not a pilot but from what I know about aviation, I think knowledge of the region is also a requirement of the pilot. He should know the region, its airfield and other areas so that he can make a proper take-off. I would like to know from the hon. Minister whether all these things are properly fulfilled.

The last point which I would like to know from the Minister is whether his Ministry would look into the navigational problems of all the airports in the country. Since something has happened, some mishap has taken place at the Aurangabad airport, it should not recur in other airports. That is why I would like to know whether they would have a proper look into the problems of all the airports where a similar situation could arise. Secondly, about the engine and other facilities at the airports, I would like to know whether they are looking into them, whether they are airworthy or they should be discarded. All these things should be looked into. The Government is not a hackney-carriage dealer that it can run any hackney-carriage with any horse. It is not possible for the Government to run the Airlines in this way. So, they should be properly looked into.

The pilot's error should also be looked into because sometimes accidents are caused due to the negligence of the pilots. I would like to know whether some negligence was there and the accident has taken place due to negligence. This should also be looked into. I would also like to know from you, Mr. Minister, as to what action you are going to take against the Director-General of Civil Aviation because he and his Department are responsible for the killing of these people. He cannot go scot-free. You must take action against the Director-General of Civil Aviation and the other higher-ups who are responsible for this accident.

Thank you, Mr. Vice-Chairman.

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH) : Mr. G. G. Swell.

SHRI V. NARAYANASAMY : (Pondicherry) : Sir, my name is also there.

SHRI G. G. SWELL (Meghalaya) : Sir, we all feel grieved over all that has happened. There is not much I would say because my colleagues had posed many questions, very penetrating questions and we would like to hear the Minister on them. Normally when an aircraft is half way of the runway it is airborne and by the time it crosses the perimeters of the airport it is high enough. But, in this case, obviously it did not attain that height and it hit the truck on the road. That was the cause of accident. Here is a very peculiar case because we have a pilot living to tell us the story. I would like to know whether the Minister had talked to that pilot, whether the pilot is in a condition to talk and what, in his opinion, was the cause of this accident, why the aircraft did not attain sufficient height before it came to the road, whether the engine was wrong or something else was wrong. For all these, I think he would be in a better position to tell us what had actually happened. Now obviously there is somethink wrong with the lay-out of the airport at Aurangabad also. Why is the road so near and why is the truck so near to the airport ? Is there any fundamental defect with the lay-out of the airport at Aurangabad and do similar things occur in other airports in the country ? Will the Minister take this opportunity to have a look at all the airports in this country and

satisfy himself that they are according to proper design and that they will not cause this kind of accident again ?

Thank you, Sir.

SHRI V. NARAYANASAMY : Mr. Vice-Chairman, Sir, after hearing the news yesterday about the air-crash of the Boeing, we were shocked.

SHRI JAGDISH PRASAD MATHUR (Uttar Pradesh) : Sir, I don't have any objection to his seeking clarifications. But the normal position is that the Congress party should get two or three speakers.

5.00 P.M.

If you are giving to more than three—he is the fourth person—I do not mind. But let us have the first chance. I do not object to Mr. Narayanasamy speaking now. Let him finish because you have permitted him. So, let him complete. I only want to draw your attention to the procedure. Generally, it is two or three at the most. That is the procedure.

SHRI V. NARAYANASAMY : That may be the procedure. But we have a convention. I would like to remind the honourable Member that even yesterday, when clarifications were sought by the BJP, two or three of his own party spoke. So, let us not fight on this. This is a very sensitive matter...(*Interruptions*)...

उपसभाध्यक्ष (श्री शंकर दयाल सिंह) : माथुर साहब, मेरी बात सुन लीजिए ... **(व्यवधान)**

श्री जगदीश प्रसाद माथुर : आप उनको दीजिए ... (व्यवधान) लेकिन हमको देर में मत करिए ।

SHRI VITHALRAO MADHAVRAO JADHAV (Maharashtra) : Sir, I have a point of order. This is a very sensitive issue. I would request him, Sir, not to insist on this procedure...(*Interruptions*) ...

श्री जगदीश प्रसाद माथुर : मैंने यह नहीं कहा ...(व्यवधान) मैंने यह कहा ही नहीं ...(**व्यवधान**) मैंने यह कहा कि आप उनको मौका दीजिए, लेकिन हमारा सवाल है कि हमको ज्यादा देर मत कीजिए । आप हमको देकर उनको शाम तक बुलाते रहें हमको कोई एतेराज नहीं है ।

SHRI V. NARAYANASAMY : Sir, while going through the statement... (*Interruptions*)...

उपसभाध्यक्ष (श्री शंकर दयाल सिंह) : माथुर साहब, समय समाप्त हुआ जा रहा है ...(**व्यवधान**)

श्री जगदीश प्रसाद माथुर : मैंने यह कहा ही नहीं है । मैंने तो कहा कि आपको शाम को बुलाइए लेकिन हमको देर मत कराइए ।

उपसभाध्यक्ष (श्री शंकर दयाल सिंह) : ठीक है माथुर साहब, वैसे ही हो रहा है ।

SHRI V. NARAYANASAMY : Sir, the statement of the Minister says that the truck was loaded with cotton when the flight took off from Aurangabad airport. The truck was loaded with cotton bales and the aircraft hit the truck and thereafter the landing gear broke off and on its impact the aircraft swerved to the left. Sir, this is unbelievable because when a flight takes off, normally it will not take off at 20' or 25', but it will take off from the last point at least at a height of more than 50 feet. So, it is unimaginable. The reasoning given or the facts narrated by the Government are unthinkable. So, I need a clarification on this point.

Sir, the honourable Minister has also given a Press interview at Aurangabad after visiting the place of the crash. The Minister was asked—and I also saw it on the TV—and he said that sabotage was ruled out. With due respect to the honourable Minister, I would like to submit that we cannot jump to any conclusion before investigating into the matter fully. *Prima facie* we cannot come to any conclusion as to whether there was any sabotage or not. The reason is—the Minister himself has said in the last sentence—that the DGCA has commenced preliminary investigations into the matter. I am very

glad that the Minister has ordered a judicial inquiry. When we jump to any conclusion, the inquiry will be partial and we may not arrive at the truth or right conclusions. Therefore, I would like to submit to the Minister that we should not jump to any conclusion.

Then, Sir, safety measures are quite inadequate even in the sophisticated international airports in the country. Take the case of Aurangabad itself. I do not know whether night landing facilities are there.

SHRI GHULAM NABI AZAD : They are there.

SHRI V. NARAYANASAMY : They are there. All right. The other point is whether the runway is up to the specification. This I would like to know.

I would like to know also about the life of these aircraft, the flying hours prescribed for these aircraft, because these are more than 25 years old and these have to be grounded. And I have been hearing Mr. Kalmadi raising this issue for the last several years. The negligence on the part of the Ministry has led to this air crash. The Ministry is responsible, the officials in the Civil Aviation Ministry are responsible for this.

Sir, there is a demand from all sections of the society and also from the political leaders that the aircraft which are overused should be grounded. And that has not been taken care of for a long time. Sir, when Mr. Arif Mohommed Khan was the Minister, he was able to ground even sophisticated aircraft on grounds of safety. Now, I want the hon. Minister to at least take a decision about the Boeing aircraft which have been over-used.

Sir, the final point I want to make is that this air-crash is a major one in the last three years. It is a sorrowful incident. And there is panic among the passengers and also the public about flying in an aircraft. And that fear in the minds of the people has to be removed. For that, Sir, I would like to submit to the hon. Minister that he should take a concrete decision that the Ministry, without any reservations whatsoever, is going to adhere fully to the international standards for the purpose of flying these aircraft. Sir, now the A-300s are flying on the routes connecting important cities. Only with God's grace, those flights are operating. They are also not safe. Therefore, I request the hon. Minister that he should make a thorough study of this. Have an experts Committee and then come to a conclusion as to which are the aircraft to be grounded. Whatever mechanical system you bring in or whatever repairs you make are not going to serve the system. Therefore, I request the Minister to look into the matter. He is an young and dynamic Minister. He can take a decision. Therefore, I am requesting him to look into the matter. Let us not play with the lives of the passengers and the people of this country.

Thank you, Sir.

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH) : Now, Shri Jagdish Prasad Mathur.

श्री जगदीश प्रसाद माथुर (उत्तर प्रदेश) : मैंने तो पहले ही बंधु कहा था कि आप शाम तक बुलवाइए .... (व्यवधान)

उपसभाध्यक्ष (श्री शंकर दयाल सिंह) : माथुर साहब, आप विषय पर आ जाइए ।

श्री जगदीश प्रसाद माथुर : यह भी विषय ही है । मैं मंत्री महोदय से यह पूछना चाहता हूं कि वक्तव्य देने के बाद आपने कोई चीज छोड़ी ही नहीं है इंक्वायरी के लिए । आपने तो फैसला दे दिया । आपका यह वक्तव्य जिम्मेदारी का वक्तव्य नहीं है, गैर-जिम्मेदारी का वक्तव्य है । क्यों ? आपने बता दिया पहले पैराग्राफ में कि हवाई जहाज उड़ा, एक ट्रक से टकरा गया, एक्सीडेन्ट हो गया । आपने दूसरे पैराग्राफ में कह दिया है कि किसी प्रकार के सेबोटेज की संभावना नहीं है । बचा क्या है ? आपने इस वक्तव्य से इंक्वायरी के सब दरवाजे पहले ही बंद कर दिए । आपने स्वयं एक फतवा दे दिया है और उसके बाद इंक्वायरी करा रहे हैं । तो यह फतवा आपको नहीं देना चाहिए था।

आपको खामोश रहना चाहिए था । और अगर कहना था तो यह कहना चाहिए था कि "ऐसे लोगों ने कहा है कि ट्रक से टकराया" यह कहा गया ।

आपने जो वक्तव्य दिया है, इसमें हाई-राइज ट्रक कहा गया है । मैं पूछना चाहता हूं कि हाई राईज ट्रक, मेरे अन्य मित्रों ने भी यह बात बहुत कही थी, कितना ऊंचा ट्रक था, कितने किलोमीटर था---हाउ मैनी किलोमीटर्ज हाई वाज इट ? इट इज फैंटास्टिक---और फिर ट्रक चल रहा था---अखबार में आया है कि खड़ा था । तो यह चल रहा था, या खड़ा था ? तो मैं पूछना चाहता हूं कि आपने जो फतवा दिया है कि वह एक ट्रक से टकरा गया और खंबे से टकरा कर तार में अटक गया---यह किस बुनियाद पर दिया है ? ...(व्यवधान) क्या चलते रास्ते पर लोगों ने आपको बताया था आपको, जो पायलट परमात्मा की कृपा से जिंदा है, उसने बताया है ?

On whose statement, have you based this statement ?

यह जो आपने फतवा दिया है, यह किस बुनियाद पर है ?

श्री वीरेन जे. शाह (महाराष्ट्र) : वह ट्रक चल रहा था या खड़ा था ? ...(व्यवधान)

श्री जगदीश प्रसाद माथुर : मुझे पूछने दीजिए । आपने यह जो बयान दिया है, यह किस बुनियाद पर है, मुझे बताइए । अगर वहां के चलते-फिरते लोगों से पूछा है, तो मैं मानने को तैयार नहीं हूं । अगर आपके बयान की बुनियाद जो पायलट है, तो मैं मानने को तैयार हूं, पायलट शायद ठीक कह सकता है । यह आपने फतवा किस बुनियाद पर दिया है ?

दूसरा, आपने यह सफाई किस बुनियाद पर दे दी कि इसमें कोई सैबोटाज नहीं था। और यह कहने की जरूरत क्या थी ? मेरा कहना है कि आपको किसने यह वक्तव्य लिख कर दिया है, यह बहुत गैर-जिम्मेदाराना है । और आप सब कहते हैं इन्क्वायरी होगी, जुडीशियल होगी, क्या मतलब है ? मैं पूछना चाहूंगा कि यह जो जुडीशियल इन्क्वायरी होगी इसके साथ कौन से एक्सपर्ट्स आप अटैच कर रहे हैं ? यह कोई चोरी-चकोरी का मामला नहीं है, एक्सीडेंट है इसमें एक्सपर्ट्स चाहिएं । क्या इंडियन एयर-लाईन्स के हैं, एयर इंडिया के हैं ? अगर कोई एक्सपर्ट्स नहीं हैं तो जुडीशियल इन्क्वायरी का कोई मतलब नहीं है और आपके फतवा देने के बाद तो बिल्कुल मतलब नहीं है । तीसरे, जैसे मेरे मित्रों ने कहा है कि एक विशेष टैम्परेचर के बाद यह जहाज ठीक नहीं चल सकता, क्या आपने यह जानकारी ली या आपको स्वयं 41 टैंपरेचर हो चुका था ? जब इतना टैंपरेचर था, तो उसके बाद उसका लोड कम करने की कोई कोशिश की गई या नहीं ? अगर नहीं, तो क्यों नहीं की गई ? इसके लिए कौन जिम्मेदार है ? अगर टैंपरेचर बढ़ रहा है और एक्सपर्ट्स जानते हैं कि इस टैंपरेचर के बाद इसमें आग लग सकती है तो चाहिए था कि माल उतारते, कम करते, या पैसेंजर घटाते। इसका क्या हुआ, इसकी सफाई चाहिए ? चौथे, उस समय हवाई जहाज का टोटल वेट, पैसेंजर्स को मिलाकर और माल सामान को मिलाकर कितना था ? माल-सामान में क्या कोई ऐसी चीज थी जो कि एक्सप्लोसिव हो सकती है, इसकी कोई आपके पास जांच है ? जो जहाज चला रहा था वह पायलट कितना एक्सपीरिएंसड है ? वह नया पायलट है या पुराना पायलट है ? अगर पुराना पायलट है तो वह जरूर टैंपरेचर को देखने के बाद, उसका मीटर बताता है कि इतना टैंपरेचर हो रहा है, तो उसे देखने के बाद वह कहता कि मैं नहीं जाऊंगा । मगर मुझे लगता है कि शायद वह पायलट नया था और या फिर

वह किसी प्रैशर के कारण चला गया था ? यह जहाज कितना पुराना है, यह मेरे मित्र ने पूछा है, मैं इसे दोहराना नहीं चाहता हूं ।

यह मेरे सवालात हैं । लेकिन फिर मैं बहुत तकलीफ के साथ अर्ज कर रहा हूं कि आपने पहले ही फतवा दे कर सारी बात को खत्म कर दिया है । आपका यह बहुत गैर-जिम्मेदारी का स्टेटमेंट है ।

SHRI DINESHBHAI TRIVEDI (Gujarat) : Mr. Vice-Chairman, Sir, I am not surprised and I am not at all shocked at this tragic incident. I am certainly grief-stricken. The reason I am not shocked or surprised is, this is something which was coming. It was like somebody who was walking into the ditch and we could see it. On all possible forums and on this very floor of the House, time and again, I have been warning. Unfortunately, Civil Aviation is passing through a dangerous period. And these were my words which can be checked. I really do not want to give any kind of comments. I can only sympathise with the hon. Minister because I am aware that at least he is sincerely trying to come out of this situation. It is only when our own dear and near ones get involved in such tragic incidents that we realise the gravity and the grief. One of my pilot friends—not the one who was flying but with whom I have flown—was also there with his family in the plane. He was a very senior pilot of the Indian Airlines. Unfortunately, with so many others, he also died with his family.

It reminds me of the Bangalore crash. A-320 was new. There was nothing wrong with the aircraft, and it has been proved. Now it is flying very well. But before the crash, the pilot required a little more power to get into the runway and that power did not come in time and it crashed. After that, we have had some kind of a change, a modification, in the software of the cockpit. Then, we had the Imphal crash. The pilots were shouting that they should have navigation instrument at Imphal; specifically, D.M.E. Of course, it was not that if D.M.E. had been there, the crash would have been avoided. No. In any case, D.M.E. was required and it was installed. This is known as distance measuring equipment. It was installed at Imphal.

Sir, what I am trying to get at is this. In regard to the technicalities, the other hon. Members have spoken about it. Particularly, my friend, Mr. Kalmadi, with all his technical knowledge, has said about it all. I do not think there are any further technical details which I can add here. Perhaps, the only thing I can add here is that the altitude at Aurangabad is 2,000 feet which has also contributed. I think the time has come when there is no point in trading charges; what is right and what is wrong. The question is whether we are serious enough to save the situation in civil aviation. The time has come when we should rise above petty political considerations because I think we do not deserve this in India. We have the best of pilots. We have the best of engineers. We do not deserve this. That is why I agree with my hon. friend, Mr. Sukomal Sen, partly, that this incident is because of total callousness. It is not a question of Aurangabad alone. Tomorrow, God forbid, it may take place anywhere because this is the kind of crisis we are in. It cannot be isolated. It is the totality of the world of civil aviation in India.

I personally feel that with the best of pilots and engineers available at our disposal, we ought to have something better. At this point of time, my mind goes back to Rajivji. Indian Airlines was close to his heart. Therefore, I say, please do something. For heaven's sake, please do something in this regard. Today, Indian Airlines is in peril. It is going to sink. It is going to sit on the ground. One hundred able pilots have left Indian Airlines. They were at a very senior level. We have not been able to do anything about it. Sir, pilots cannot be produced overnight. The calibre of the pilots has been such that it will take seven years to produce one such pilot. You will not get it.

Coming now to some specific things, the information which I have is, Indian Airlines has a total of 25 aircraft as of now. Out of this, 9 aircraft are—as my friend, Mr. Kalmadi, said—9 A engine series. As

far as the airworthiness is concerned, I do not want to say anything here. It is something like this. Lat me give a very simple example. A young man of 20 years, when he reaches the age of 40, cannot do the same kind of function as he used to do earlier. Of course, he may be able, fit and fine, but you cannot expect a man of 40 or 50 years to jog for 10 kms. On the other hand, a youngster of 20 years can do it. The reason why I am giving this example is this. Of course, the hon. Minister would give the answer that there is nothing wrong with the aircraft, the airworthiness certificate was there, etc. All these technicalities would be there.

[**The Deputy Chairman** in the Chair] But under such circumstances which we are having in our country—we know what is the work culture around; we know the level of corruption also; I am sorry to say that—we have got to be extra careful in the world of civil aviation.

I now come to the load factor. Given the condition that the engine was low-performing, it was all the more necessary to have been very-very careful about it, particularly, knowing fully well that this sector has all the contributory factors which could lead to such an accident. The trim sheet which gives the details of the load factor, fuel and everything may not say anything. This being the experience, what should have been done? For example, we have the courier companies. There are a number of courier companies in India. A courier company gives 1000 kilos of courier load. Unfortunately, I do not know how courier bags are allowed as passenger baggage. This is very-very dangerous, I am telling you, and given the set of conditions in India it should be stopped forthwith. Continuing my observation that if somebody gives 1000 kilos, with the kind of corruption he will pay only for 100 kilos. Your manifest may say 100 kilos, but he is, in fact giving 1000 kilos. And Madam, at this crucial junction even 200 kilo weight difference is a great weight difference. At times the passengers carry two packages, weighing may be, 30 to 40 kilos. If you multiply this with 118 passengers, you will come up with more than 1 tonne. These are the things which can change your situation totally. If this vigilance was there, I am sure we could have still avoided the crash. Madam, my views on this are very clear. Whenever I have got up to speak, I have expressed my anxiety as far as the perils of civil aviation are concerned.

The hon. Minister will clarify this. If we have got 23 aircraft—it was 24 till yesterday—out of which given that 40 commanders are there in 737, only 16 aircraft can fly, not more than that. My query would be, why in this high density route have we chosen an aircraft with low performance engine? If the aircraft had to sit on the ground—all the 737 Boeing aircraft are not flying—why could you not choose an aircraft with normal power engine? Some aircraft of 737 had to be sitting on the ground in any case. Why did they choose engines with low power?

Coming to the runway close to the airport...

THE DEPUTY CHAIRMAN: I think you better confine yourself to the clarifications. We are not having a discussion on the Ministry of Civil Aviation. We have a lot of names. I have got three statements. So, it is better if you go to the points. (*Interruptions*). But you are giving suggestions. They are very good.

SHRI DINESHBHAI TRIVEDI: Madam, I seldom speak and when I speak I try to share my views. If it is not useful, I will sit down. It does not matter, I will conclude.

THE DEPUTY CHAIRMAN : Everything that you are saying is useful. But the thing is, here we have a specific problem of a crash of an aircraft. The Minister has to give information. So, you please ask your pointed questions. Whatever suggestions you have, you may give them to him later.

SHRI DINESHBHAI TRIVEDI : Madam, I was coming to the runway. Nowhere in the world the road is so close to the runway and if it is so close, what was DGCA doing for such a long time ? I am surprised that Indian Airlines and the operators never took objection at any pointed time. Why ? I am asking this because as per the statement this accident could have been perhaps avoided if the truck was not there and the truck was there because the road was there. So, I feel it is certainly a negligence. And coming to that specific point, I will also remind you that as far as Bombay is concerned there are lots of *jhuggi jhonpris*. The moment you take off you are just in *jhuggi jhonpris*. So, whatever has happened there, God forbid, could happen anywhere else,

Madam, I feel it is for the consideration of the Minister that we have some kind of a Committee, may be, a JPC, to look into the entire aspect of the working of the Ministry of Civil Aviation, considering that it is quite likely that Indian Airlines, our national Airlines, may sit on the ground. I do know that many senior pilots are resigning not only from 737 but from A-300 also. Your Indian Airlines may sit. In order to save that situation, as far as the safety is concerned, if you consider it fit, would you appoint an expert committee to look into all these aspects ?

Lastly, Madam, the old aircraft known as Alpha, Delta and Charlie series of 737, you are not going to utilise. I mean, you are not going to utilise all the fleet of 737. Would you consider grounding this fleet for the time being and using the other ones which are better ? As far as the safety standards are concerned, those are much more reliable.

Thank you very much, Madam.

श्री संघ प्रिय गौतम (उत्तर प्रदेश) : मैडम, एक तो तकनीकी प्रश्न है कि यह हवाई जहाज किस वक्त चकनाचूर हुआ ? मंत्री जी ने समय नहीं बताया है, जान-बूझकर नहीं बताया या भूल गए ? तो एक तो यह तकनीकी प्रश्न है ।

दूसरे, यूं तो सारे देश की दुर्दशा हो रही है परन्तु इस उड्डयन मंत्रालय की, मैं तीन साल से देख रहा हूं कि बड़ी दुर्दशा हो रही है । एयर बसें खड़ी रहीं, बहुत दिनों तक परेशानी रही पैसेंजर्स को । फिर हड़ताल रही पायलट्स की, परेशानी रही पैसेंजर्स को । हाईजैकिंग होने लगे और हवाई जहाज चकनाचूर होने लगे । तो मंत्री जी मैं आपसे दूसरा सवाल पूछ रहा हूं कि क्या आप इस तमाम दुर्दशा की नैतिक जिम्मेदारी ओढ़ रहे हो तो अपने पद से ससम्मान कब इस्तीफा दे रहे हो ? धन्यवाद ।

SHRI JAGMOHAN (Nominated) : Madam, I have specific queries.

The first is that there is usually an Airport Safety Committee. Was any specific recommendation made by such a committee in charge of the airport safety that this road was hazardous, that it should not be there and that the traffic there should be closed for the general safety of the airport ? What action was taken by the State Government which is in charge of acquisition of land and building and so on, and what action was taken by the Ministry concerned ?

Secondly, I know about Goa. I was Lt. Governor of Goa. There was a similar problem there. A road is there, and the airport is there. Instructions were issued

by me to close the traffic at least at the time when an aircraft was landing or taking off. Why could traffic control not be there during that period? What is the difference between a clerk and a senior officer. A senior officer is supposed to have imagination. He has to have imagination to take action to prevent such possibilities. He should have imagined this. For the last so many years this thing has been going on. After all, whatever difficulty may be with an aircraft, we have to see the possibility of the aircraft developing some defect and not getting the required height within a particular radius. So, the basic issue which I would like the Minister kindly to clarify is whether specific recommendations were made, whether any application of the mind was there, whether there was any direction from the higher authorities to control the traffic at least at the time of landing and taking off or not.

The other question which I want to ask, arising out of this, is that we have to ensure that things do not happen. After they happen, we talk for some time, and then we forget about them. How many airports in India are there where there are hazards of air birds flying and serious accidents taking place? Airbuses can crash if they are hit by air birds. Why do 'bird hits' happen? They happen because some sort of unauthorised construction is there, some sort of illegal slaughter house is there within a radius of 10 kmfl or 20 kms. I was Lt. Governor of Delhi when Asiad and the CHOGM took place. One of the Heads of State refused to come here. He was afraid of his aircraft being hit by birds. I do not want to name the Head of the State. He did not want to come. So, the basic issue is that the safety consciousness of the nation is so low that we take such things for granted. I know in Delhi there was Mangalpur village right into the airport itself and it remained there for several years till we removed it. A lot of problems we had to face. Somebody has to take unpopular decision in order to ensure that the life of the people is safe. This is what is required.

You have been pleased to mention that sabotage is not there. Probably the overall circumstances do suggest that your interpretation is correct. But in these days I must caution you that the devices to carry out sabotage are so subtle that you cannot figure it out by all the methods known to you. For example up to this time it has not been found how Zia's plane crashed. All experts have gathered, but such a sophisticated technique was employed in sabotaging that aircraft. That has not been found. Therefore, these methods should be left to the experts and these matters should also be left not only to the judicial authorities, but to those who have experience in these areas not only here but abroad also and those who have gone into and examined various air-crashes where in such like circumstances they have occurred.

These are my four or five points which I would like the Minister to clarify.

श्री प्रमोद महाजन (महाराष्ट्र) : उपसभापति महोदया, मुझे मंत्री महोदय का वक्तव्य पढ़कर बहुत आश्चर्य हो रहा है। समझने में दिक्कत हो रही है। इस हवाई अड्डे पर मैं अनगिनत बार उतरा हूं और जिस ट्रक से टकराने के कारण ये दुर्घटना हुई, उस सड़क से भी मैं अनगिनत बार गुजरा हूं। इसलिए मुझे एक बात समझ में नहीं आ रही है, जो मंत्री महोदय अगर समझा दें तो अच्छा हो क्योंकि अगर कारण ढूंढने में गलती हुई तो स्वाभाविक रूप से आपको अंतिम क्षण तक पता नहीं चलेगा कि आखिर क्या हुआ? कम से कम आपके वक्तव्य से कारण यह दिखाई दे रहा है कि हवाई जहाज पर्याप्त ऊंचाई पर जाने से पहले ट्रक से टकरा गया और फिर दुर्घटना हुई जिसका मैं विस्तृत वर्णन नहीं करना चाहता।

महोदया, यह जो औरंगाबाद का हवाई अड्डा है, यह पहले छोटा हवाई अड्डा था। जब यह छोटा हवाई अड्डा था तो उसके पास से औरंगाबाद से बीड को जाने वाली सड़क जाती थी लेकिन उस सड़क और उसके यातायात का इससे कोई संबंध इसलिए नहीं था कि हवाई जहाज जब उतरते थे तो उनके उतरने और उड़ान भरने के लिए जितनी ऊंचाई की आवश्यकता थी, सड़क उसके पार थी। जब यहां पर हवाई अड्डे का विस्तारीकरण हुआ और बड़े हवाई जहाज उतरने लगे, आप खुद गए हैं ऐसा आपने वक्तव्य में कहा है, तब उड़ान भरते समय और हवाई जहाज के उतरते समय इस सड़क को बंद करने की व्यवस्था है क्योंकि वहां से तो एक छोटी रेल लाइन भी गुजरती है बिल्कुल हवाई अड्डे के पीछे से। तो जो चिकलठाना गांव है, उस गांव से जो हवाई अड्डा शुरू होता है, जहां हवाई अड्डे की दीवार खत्म होती है, दीवार के बाद जहां यह औरंगाबाद-बीड की सड़क जिस पर आप कहते हैं कि टक खड़ा था, यह जो टक है उसको रोकने के लिए जैसे रेल का फाटक होता है वैसे ही दो प्रकार के फाटक वहां पर दो-चार सालों से लगाए गए हैं जब से इस हवाई अड्डे का विस्तारीकरण हुआ है। महोदया, हवाई अड्डे से उड़ान भरते समय और उतरते समय इस यातायात को बंद करने की पद्धति नयी नहीं है। यह पद्धति पहले से थी। उस दिन आखिर क्या हुआ जिसके कारण से फाटक बंद नहीं हुए और आप जो कह रहे हैं कि टक बीच में आ गया। चलता हुआ या स्टेशनरी, उससे कोई बहुत फर्क नहीं पड़ता है। इसका मतलब किसी न किसी ने तो फाटक खुला रखा था। इसलिए मुझे डर है कि कहीं कारण बताने में आप गलती कर रहे हैं। अगर वह बंद था तो गाड़ी अंदर कैसे आ गई। दूसरा मेरा प्रश्न जो मन में उठ रहा है वह यह है कि मैं जितनी टक की हाईट गिनने की कोशिश कर रहा हूं...

श्री विट्ठलराव माधवराव जाधव (महाराष्ट्र) : वहां फाटक है ही नहीं आप जो बोल रहे हैं। मैं भी कई दफा उस रास्ते से गुजरा हूं। पीछे कोई फाटक नहीं है।

श्री प्रमोद महाजन : इसलिए मैं आपको आह्वान देता हूं। इसलिए मैंने कहा जानबूझ कर, मैं कहता हूं बीड की साइड पर जहां पर रेल का फाटक है वहां ..(व्यवधान).. दो मिनट मेरी बात सुन लीजिए अगर मेरी गलती होगी तो मैं सुधार के लिए तैयार हूं।

श्री विट्ठलराव माधवराव जाधव : रेल का है मगर रोड का नहीं है।

श्री प्रमोद महाजन : उधर की साइड में जैसे आक्ट्राय के लिए रास्ता बंद किया जाता है, बड़ा फाटक नहीं कह रहा हूं, आक्ट्राय के लिए लकड़ी डालकर जैसे बंद किया जाता है वैसा बंद करने का प्रावधान है, गाड़ियां दोनों तरफ खड़ी रहती हैं। जब लैंडिंग होती है बच्चे देखने के लिए बस से उतर कर उसको देखते हैं। इसलिए मैं कह रहा हूं, कोई काल्पनिक नहीं है, जैसे आप वहां के हैं मैं भी वहां का हूं। मैं अनगिनत बार वहां उतरा हूं और बच्चे के रूप में खड़े होकर भी मैंने देखा है।

श्री विट्ठलराव माधवराव जाधव : आप भी उतरे हैं, मैं भी उतरा हूं। रेलवे का फाटक है, रोड का फाटक नहीं है।

उपसभापति : इस बहस में न पड़िये। मंत्री जी बता दें कि फाटक है या नहीं।

Let the Minister say whether there was a *phatak* or not. Both the Members are having different opinions.

श्री विट्ठलराव माधवराव जाधव : हम दोनों वहीं से गुजरते हैं रोज। न मिनिस्टर साहब आते हैं और न आपने कभी रोड देखी होगी।

उपसभापति : सवाल यह है कि आप दोनों नहीं मान रहे हैं।

The third party has to say whether there was a *phatak* or not.

नागर विमानन और पर्यटन मंत्री श्री गुलाम नबी आजाद : सबसे आखिर में मैंने देखा है इसलिए बता दूंगा ।

श्री प्रबोध महाजन : मुझे विवाद नहीं करना है। अपनी जानकारी के आधार पर जहां तक मैं देख चुका हूं मेरी दृष्टि से वहां घातायात बंद करने का प्रबन्ध है। वह प्रबन्ध उस दिन क्यों नहीं था ? दूसरे मुझे ज्यादा लम्बे प्रश्न नहीं करने हैं। ट्रक की ऊंचाई के बारे में मैं कहना चाहता हूं आपने कहा उसमें कपास थी। ट्रक की ऊंचाई 8 फीट हो सकती है प्लस 8 फीट कपास की हाईट हो सकती है तो ज्यादा से ज्यादा 16 या 17 और अधिक हो जाए तो 20 फीट से ज्यादा उसकी ऊंचाई नहीं हो सकती किसी भी हालत में। अब जो उड़ान पर है हवाई पट्टी छोड़ चुका है, अपनी पटरी छोड़ चुका है वह हवाई जहाज सड़क को पार कर रहा है, फाटक को भूल जाइये कि है या नहीं, सड़क को पार करते समय उसका लैंडिंग गीयर कपास से टकरा जाए तो इसका मतलब यह हुआ कि वह 20 फीट की हाईट से अधिक ऊपर था ही नहीं। मैं यह जानना चाहता हूं कि क्या कोई तकनीकी रीजन था जिसके कारण यह हवाई जहाज उस लैवल पर नहीं पहुंचा था ? आप जाकर आये हैं, हवाई जहाज ने चलना शुरू किया, वेग पकड़ लिया, लैंडिंग गीयर उठा लिया, हवाई जहाज हवा में चला, उसके बाद दीवार आ गई, उसके बाद ट्रक आया।

By this time the speed with which it goes, कलमाड़ी जी ज्यादा बता सकते हैं। 20 फीट से ऊपर जाने के लिए तो पता नहीं फ्रैक्शन आफ सैकिण्ड के हिसाब से कितना होगा। अगर ट्रक से टकराया है तो इसका मतलब उस स्थल पर वह 20 फीट से नीचा था। अगर 20 फीट से नीचा था तो ट्रक का जो भी दोष है अलग है, फाटक का दोष अलग है लेकिन हवाई जहाज अगर 20 फीट से नीचा था तो इसका मतलब या तो पायलट देख नहीं पा रहा था उसकी हाईट ठीक ढंग से या मीट-रिंग गलत हो रही थी या उतनी हाईट नहीं पकड़ी थी जितनी उस क्षण में पकड़नी चाहिए थी। तो मुझे लगता है सारा वक्तव्य खड़े या चलते ट्रक पर दोष देकर इंडियन एयरलाइन्स को अपने आप में मुक्त कराने का है। मुझे यह परी कथा जैसी लगती है कि हवाई जहाज उड़ान लेने के बाद 20 फीट भी हाईट न पकड़े, 20 फीट के अंदर किसी ट्रक से या किसी पेड़ से टकरा जाए तो इसका मतलब यह हुआ कि उस हवाई जहाज का अपने ऊपर नियंत्रण नहीं था। उस क्षण उसको जितनी ऊंचाई पर होना चाहिए था उतनी ऊंचाई पर नहीं था। अगर नहीं था तो इसका जो तकनीकी कारण है जिसके कारण यह हुआ उसके मुताबिक आपके इस वक्तव्य में कोई उल्लेख नहीं है। अभी तक जो जांच हुई मैं यह जानना चाहता हूं कि खड़े ट्रक को छोड़कर भी क्या उसके पीछे कोई और तकनीकी कारण होगा ? मैं अंत में यह जानना चाहूंगा जैसे संघ प्रिय गौतम जी ने कहा और मैंने भी सुबह पूछा था कि आपके पूर्व मंत्री ने एक दुर्घटना का प्रायश्चित लिया था तो क्या इस दुर्घटना का प्रायश्चित भी सरकार में कोई लेगा ?

SHRI MURLIDHAR CHANDRAKANT BHANDARE (Maharashtra) : Madam, while sharing the grief of the members of the families of those who have lost their lives in this air-crash—a majority of them have lost their lives, 63 out of 118—I want to invite the attention of the House to the deeper malaise which, unless we remove very quickly, may land us into greater mishaps. I do not like the environment of civil aviation. For Months on end, there is strike by Indian Airlines, there is strike by Air India. All this results in a climate of indiscipline, a climate which is not conducive to efficiency or

safety. One must travel abroad any time, to find out what our image is so far as our airlines go. The twin moto for any airlines should be land on time and safety. This is observed continuously in breach so far as our airlines go. What pains me is that this is not an accident which we may call *vis major*, an act of God, which no man could have prevented. This is a case of cumulative negligence of a large number of factors. Each could be excluded and even all could be excluded. The old engine, the inadequate runway, the traffic hazard, the overhead wires—I cannot just imagine—all these things could happen and we do not have an explanation for these lapses. The hon. Minister has ordered an inquiry. I think a judicial inquiry is mandatory. There will be assessors, technical experts, associated with the inquiry. The black box and the other things will take their time but tell us what exactly has happened. But that is not to say that we must really wait for the result of the judicial inquiry to remove what is obvious. I read that there is a statement of the hon. Chief Minister of Maharashtra, that he is taking immediate steps to see that the inadequate runway is made adequate. He is also looking into the question of traffic hazard. I think the hon. Minister would give us—that is my main query—some of the remedial measures which he is going to take, his Ministry is going to take, without waiting for the report of the judicial inquiry, on the facts which are so apparent, which are so patent, and the existence of which makes one feel jittery whenever one is travelling by Indian Airlines. Incidentally, I am having the time-table here. The departure time of this ill-fated aircraft was 10.30 and it took off at 13.05.

May I say one more thing? Please give up this bureaucratic approach in making statements. We are moving towards openness and transparency. Let the statements from the Government say something more than what we read in newspapers. Let Members not merely take it from newspapers. Let, for a change, newspapers take further details from the statements of the Government.

THE DEPUTY CHAIRMAN : Mr. Fernandes. Just ask questions, please.

SHRI JOHN F. FERNANDES (Goa): Madam, the statement says that the plane could not attain height. We do not know what the cause of the accident was, whether the plane itself was the cause of the accident or it was the truck which was passing by. Madam, this accident appears a very funny and awkward accident. It appears to be a freak accident. It is said that the plane hit the truck; therefore, it collided and it caught fire. We have said off and on even in the meetings of the Consultative Committee that the land around the airport should be acquired by the Government. Now we see that our airports are very crowded. I drew the attention of the hon. Minister to an airport in Goa. Just around the boundary wall there is a structure coming up, a high-rise building. And I was told that these airports are under the control of Defence. But I want the Government to have a uniform law. Whether the airport is under Defence or Civil Aviation, there should be a uniform law that the land around the airport and beside the runway should be frozen by the Government. There should be no construction allowed, there should be no railway line allowed and there should be no road permitted.

Madam, we also have the same problem in Goa. We cannot expand the airport in Goa because in the final approach of the airport we have a big, giant factory with a huge tunnel inside. So, we have to have a new airport. I think the hon. Minister will give a thought to it and see that we pass a law to see that the land around the airport is frozen and taken under the control of the Government just like we have in the Port Trusts Act.

The second thing the hon. Minister has mentioned is the payment of Rs. 5 lakhs to an adult and Rs. 2.5 lakhs to a minor. I don't think it is proper. It is not appropriate to evaluate a life. I would request the hon. Minister to see that everyone who lost his life, whether it is an adult or a child, equal compensation is given. It is not proper for the Government to discriminate.

The third point is, we often find that whenever there is an accident, there is a judicial enquiry conducted and the Government does not come before the House with the findings of the enquiry. I would request the hon. Minister to see that in future the report of the enquiry committee is placed before this House. Thank you.

THE DEPUTY CHAIRMAN : I think the children should get more because they would have had a longer life-span.

SHRI JOHN F. FERNANDES : That is what I wanted to say. But I asked for treatment on an equal footing.

THE DEPUTY CHAIRMAN : No; they should get more because they would have lived longer. Dr. Sivaji.

DR. YELAMANCHILI SIVAJI (Andhra Pradesh) : Madam, it is very unfortunate that such a large number of passengers died in an air accident and every day we are coming across cases where trucks and buses collide with each other on the roads, but I think this is the first time that an aircraft collided with a truck on the road, 7 kms. away from the airport. So there is something basically wrong with the system itself. It seems to be funny that an aircraft collided with a truck. After Aurnagabad, I am very much afraid that now it may be the turn of Hyderabad because it is reported that the Hyderabad airport is faced with the menace of bird-hits and there is a slaughter-house near the airport and we should make it a point that we pass a law for acquiring the land around the airport, as our friends were mentioning earlier. Contrary to that, recently the land of Hyderabad airport has been alienated and sold to some private parties to construct a hotel and a club. We cannot acquire land off and on. We raised several objections inside the House as well as outside the House, but our suggestions fell on the deaf ears of the Government and the land was transferred to some private agencies at Hyderabad. I am very much afraid that as Hyderabad is going in for an international airport, it may lead to much more dangerous consequences. Madam, it is the conspiracy of treachery of our own deeds. The conspiracy is that the aircrafts have outlived their purpose. The inadequacy of the runways, indisciplined staff and apathetic attitude of the people sitting at Delhi and lack of political will in the Government, all these things conspired together and they pushed us to such a tragedy. I hope that the Government will take necessary measures so that such unfortunate events may not recur.

SHRI SURESH KALMADI (Maharashtra) : Did you meet the pilot of the aircraft yesterday and get the first-hand knowledge ? I think he would be the best person. I would like to know whether you have spoken to him or whether the Secretary, Civil Aviation, has spoken to him.

SHRI DINESHBHAI TRIVEDI (Gujarat) : I have one marginal point about licensing of airports. Madam, I have been demanding that all the airports should be licensed. We have problems because the airports are not properly equipped. If there is a system of licensing of the airports, perhaps, we can save the situation. Would you consider that ? Even several Courts of Enquiry have suggested that.

श्री मूलचन्द मीणा (राजस्थान) : उपसभापति महोदया, पिछले कुछ समय से हवाई जहाज दुर्घटना की कई घटनाएं इस देश के अन्दर हुई हैं । यह वटनाए हवाई जहाज के उतरते समय या उड़ान भरते समय हुई हैं । या तो इस देश के जो विमान हैं, उनके अन्दर जो इंजिन हैं, वह बहुत पुराने हैं या उनका मेंटेनेंस करने वाला स्टाफ और इंजीनियर्स सही प्रकार से देखभाल नहीं कर पाते हैं । आज तक किसी भी इंजीनियर और मेंटेनेंस स्टाफ के खिलाफ कोई कार्यवाही नहीं हुई । जैसे कि मंत्री जी ने वक्तव्य में कहा है कि हवाई जहाज उड़ान भरते समय पर्याप्त ऊंचाई पर नहीं पहुंच पाया । इससे कई कारण पैदा होते हैं । या तो उसके इंजिन में खराबी थी या पायलट पूरी तरह से प्रशिक्षण लिये हुए नहीं था या इस जहाज को जिसने उड़ान के लिए क्लीयरेंस दिया है उन लोगों की गलती है कि जो उस समय उड़ान भरने का समय था उस समय का टेम्प्रेचर उड़ान भरने लायक नहीं था । इस प्रकार की सूचनाएं उस एयरपोर्ट के अधिकारियों ने भी पायलट को नहीं दी । इससे कई बातें पैदा होती हैं । मंत्री जी ने अपने वक्तव्य में यह बातें स्पष्ट नहीं कीं। उस एयरक्राफ्ट के अन्दर कितने फारनर ट्यूरिस्ट थे, कितने जीवित रहे, कितनों की मृत्यु हो गई । यह भी मैं पूछना चाहता हूं कि क्या उस हवाई जहाज में उसकी क्षमता से अधिक वजन लाद दिया गया था ? यही मेरे सवाल हैं, जिनका मैं स्पष्टीकरण चाहता हूं।

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : Madam Deputy Chairman, I share the anguish, grief and concern of all the hon. Members. It is a very sad occasion for the whole nation. The hon. Members raised a number of questions. Some of them are very technical. We are fortunate enough in this House to have technical people who had been operating the aircraft, both this side and that side. I am afraid as to how far I will be able to meet their requirements.

THE DEPUTY CHAIRMAN : You may make use of their expertise.

SHRI GHULAM NABI AZAD : Yes. I will come to that later on. There are a number of common questions which have been raised. So, I would like to take them one by one, maybe, without mentioning the names. If there are some points which remain unanswered, I will take them up later on.

Madam, an issue has been raised about the life of the aircraft. We have three types of aircraft, 300, 320 and 737 which is the oldest. The total number of B-737 aircraft till yesterday was 23 and not 24 as has been mentioned by my friend, Mr. Trivedi. Madam, as far as the life of the aircraft is concerned, out of these 23 the life of 12 aircrafts are between 10 years and 15 years. Seven aircrafts are between 15 years and 20 years and the life of remaining four aircrafts are more than 20 years. The aircraft which met with the accident is in the category or in the age span of 15 to 20 years. It does not fall in the category of above 20 years. At this stage. I must say that because of the anxiety which the hon. Members have shown, I think, we must straight away ground the four aircraft which are in the category of above 20 years. As far as the life of the aircraft is concerned, we have already started a fleet renewal programme in a phased manner. My friend, Mr. Kalmadi, wanted to know what steps we are taking. Madam, we will be doing this fleet renewal programme in a phased manner. We will try our best to have young aircraft. The process has already started. In these three months we have already received two 320 aircraft and by the end of this year we will be receiving another five 320 aircraft. In the year 1994 we will get five aircraft. That

means, within these two years we will be having 12 new aircraft. As and when we receive the new aircraft, the old aircraft will be phased out.

Madam, as far as this ill-fated aircraft is concerned, it falls in the age group of 15 to 20 years. According to the manufacturer of the Boeing, the designed economic life of this particular aircraft as per the age, cycles flown and hours flown is this. The actual age of this particular aircraft till yesterday was 19 years. But according to the manufacturer the designed economic life is 20 years.

SHRI SURESH KALMADI : Twenty years in Indian conditions or in the USA conditions ?

SHRI GHULAM NABI AZAD : When we say 20 years, that means upto 20 years it requires only normal maintenance and overhaul, not the major overhaul. As far as cycle flown—means landing and take-off—is concerned, this aircraft had taken 50,000 cycles flown, whereas the designed economic life has 60,000 cycles flown. The hours flown by this particular aircraft till yesterday was 43,886 hours. And according to the designed economic life, it was supposed to fly 60,000 hours. There was still a gap of 16,000 hours. Some hon. Members have mentioned about the load in the aircraft. The maximum permissible take-off weight of any aircraft is mainly governed by three things, that is, the length of the runway, the elevation of the runway above the sea level and the ambient temperature at the time of take-off. In the case of this ill-fated flight, it took off from Aurangabad which has a runway of 6000 feet. At most of the airports we have a runway of 6000 feet. The airfield elevation is about 2000 feet and the temperature at the time of take-off was 38 degrees celsius. For the above conditions the maximum permissible take-off weight was estimated as 42.6 tonnes. So this is in that temperature. Keeping in view the temperature at that particular [illegible] and the size of the aircraft and also the elevation, the weight of the aircraft which could have been 42.6 tonnes—the actual take-off weight of the aircraft as given even in the load sheet as the hon. Members who are pilots will know and the trim sheet prepared by the Indian Airlines staff—was 42.5 tonnes. The actual load was 42.5 tonnes.

SHRI JAGDISH PRASAD MATHUR: Does this include baggages ?

SHRI GHULAM NABI AZAD : This includes hand-baggages, passengers, petrol, the weight of the aircraft and everything that is in air.

जैसे उसका केलकुलेशन करते हैं, उसी का यह भी केलकुलेशन करते हैं ।

They do these calculations.

श्री जगदीश प्रसाद माथुर : 1 टन का केवल डिफरेंस है । अब पैसेंजर्ज का वेट तो नहीं करते हैं । आदमी को कौन तौलता है ।

श्री गुलाम नबी आजाद : माथुर जी, अब यह टैक्नीकल चीजें आप और मैं नहीं करते हैं । जैसे वह 6004 का केलकुलेट करते हैं, उसी के अनुसार यह भी करते हैं । जैसे वह सिस्टम है, उसी का यह दूसरा सिस्टम है ।

As I have said, these are technical things and I think it will be difficult for you and me to substantiate.

SHRI PRAMOD MAHAJAN : It was taking the maximum weight that was possible. It was on a breaking point.

SHRI GHULAM NABI AZAD : My hon. friend, that is why the judicial inquiry is there. They will go into it and find out who was responsible why it was done and the people who have done this will definitely be taken

to task after the inquiry. As far as the Aurangabad airport is concerned, the runway at the airport is 6000 feet long. This is adequate for Boeing 737. The airport has the following landing and navigational aids : very high frequency omni-directional range, distance measuring equipment; they have night landing facilities. Some of the friends said that there was no night landing facility. But there are night landing facilities. It is proposed to extend the length of the runway to 7500 feet to enable operation of A320 aircraft. Provision is also being made for installation of Instrument Landing System (ILS) and distance measuring equipment besides air-conditioning of the departure halls which is also envisaged. The estimated cost of the project is around Rs. 8 crores. This is part of the Japanese-aided project for improvement of tourism. My friend asked why this was not done... (*Interruptions*)...

SHRI VITHALRAO MADHAVRAO JADHAV : Hon. Minister, I want to raise one point. The runway at the Aurangabad airport is very rough. Have you at any time landed there in an aircraft ? It is not very smooth. While the aircraft is taking off it takes a lot of jerks and the passengers feel it.

SHRI GHULAM NABI AZAD : I landed there yesterday. There has already been a request from the Civil Aviation Ministry and the State Government is processing it for the acquisition of land. Unfortunately all over the country, this is not the only State where acquisition of land takes a very long time. Sometimes it takes 5 years, 6 years or 10 years. Yesterday, when I landed there, the Chief Minister, Mr. Sharad Pawar, was also there, we visited the site, we visited the place where the aircraft met with the accident, we visited the place, as Mr. Mathur said, the place where it hit the truck. Later on we had a joint meeting with the officers of the Civil Aviation Ministry, the DGCA officers from Indian Airlines and other officers The Chief Minister was also accompanied by senior officers. So we went through the map which the Ministry had sent to the State Government for the acquisition of the land. The Chief Minister was kind enough to tell his officials that it should be done as quickly as possible so that we could extend the runway as soon as possible. And as far as the funds are concerned, we have no problem. We have the money. Only the land has to be acquired as soon as possible... (*Interruptions*) Let me finish. Otherwise, I lose the continuity.

THE LEADER OF THE OPPOSITION (SHRI SIKANDER BAKHT) : I just want to know about this. According to Mr. Bhandare, the flight was delayed. What was the cause of delay ?

SHRI GHULAM NABI AZAD : Well, I do not think that the flight was delayed ... (*Interruptions*)

SHRI VITHALRAO MADHAVRAO JADHAV : It had come out in the Press that the flight took off at 1305 hours. The scheduled time is 1030 hours.

SHRI GHULAM NABI AZAD : This is subject to correction. This flight was to take off at 8.30 a.m. from the Delhi airport. But it took off at 9.00 a.m. So how could it take off at 10.30 a.m. at Aurangabad ? It has to go from Delhi to Jaipur, from Jaipur to Udaipur and from Udaipur to Aurangabad. So, I think, the initial half-an-hour delay continued. As per my understanding, the accident took place at five minutes past one of the clock. Now, as for the road near the airport, I myself was surprised. I have landed at Aurangabad on a number of occasions, maybe a few dozen times, and have seen the area for myself. And Mathurji asked me as to how I came to this conclusion. It is not only me but there were almost

30,000 people who had gathered there to see the situation for themselves. Right from the Chief Minister, the Director-General of Police and the Revenue Officers, we could see the truck for ourselves and the cotton being spread over a radius of about 1 km. all along and we saw the damaged truck. Hundreds of people were witnesses to it because that is a busy place and many people saw the whole thing happening before their eyes. So there is a road nearby. I have not seen anywhere in the country or elsewhere a road being so close to the runway. If I must admit, the distance between the last point of the runway and the road which I could visualise—I have not measured it—is hardly a few metres. I would not even say '100 metres.'

THE DEPUTY CHAIRMAN : What happened to the truck driver ? Is he also dead ?

SHRI GHULAM NABI AZAD : I am coming to that... (*Interruptions*)

SHRI PRAMOD MAHAJAN : How much should be the distance ?

SHRI GHULAM NABI AZAD : It should be much more. So, there is a road which is outside... (*Interruptions*)

SHRI SANGH PRIYA GAUTAM (Uttar Pradesh) : The Kanpur-Lucknow road is hardly 10 metres away from the Amausi airport. Even at the Palam airport, the Old Rohtak Road was nearer to the airport ... (*Interruptions*)

SHRI SURESH KALMADI : There is a fly-over on the Safdarjung airport.

SHRI GHULAM NABI AZAD : Now, what is surprising is what the hon. Member Mr. Mahajan said. I think, he must not have been there in the recent past or may be he had just seen the barricades only which were there, meant for the runways. I was wondering myself as to why the road shouldn't be closed at the time of landing and take-off. When the Chief Minister and myself were there at the spot, we ascertained the whole thing and told the officials to find out about everything. We were told that the barricades were there and the road was blocked from both the sides. But, unfortunately, those barricades were removed. We will have to conduct an enquiry as to the persons who removed these barricades, why and at whose instance this was done. I must admit that had these barricades been there, this eventuality could not have taken place.

SHRI PRAMOD MAHAJAN : Who has done that ?

SHRI GHULAM NABI AZAD : Who has done it, why has he done it, they will have to be enquired into.

I will now come to the point of Mathurji. His point is, how is it that I have given a clean chit ? Mathurji, you wanted me to make a statement. What do you want to do with the statement ? If I say that I have not seen anything, I don't know anything, I have not heard anything, then wherefrom the statement will come ? I will have to make an observation. That can be wrong or right also. A statement requires that somebody has to see, hear and on that basis, one can make a statement. If you don't want me to speak anything, then the statement won't come at all. That is why, I have said, '*prima facie*'. I said that I had visited the accident spot of the aircraft, seen the damaged truck and the bundles of cotton which were spread over a kilometre radius. I also said that I had seen one of the tyres which hit the truck and it was there, just metres away from the truck. I think there is no reason not to believe this.

SHRI PRAMOD MAHAJAN : Nobody is disputing that.

SHRI GHULAM NABI AZAD : No, Mathurji was saying. You were not saying. Mathurji said that we should not

have hidden the facts. We never knew... (*Interruptions*)...

DR. JINENDRA KUMAR JAIN (Madhya Pradesh) : What was the height gained by the plane at the time of crash ?

SHRI GHULAM NABI AZAD : It is a technical thing. I cannot say how much it should have been. If I knew that, there was no need for any enquiry. If I know all these things—how it should have been done or how it should not have been done —then we would not have ordered an enquiry. That is why, I had stated in the beginning that I would try to answer the questions to the extent I have seen. In regard to questions which I have not seen, I cannot say. We have initiated a judicial enquiry and it is for the judicial enquiry to come to conclusions.

There has also been a mention about... (*Interruption*)...

THE DEPUTY CHAIRMAN : Was the truck there ?

SHRI GHULAM NABI AZAD : We saw it there. The truck was there.

THE DEPUTY CHAIRMAN : Was the driver of the truck or somebody else there?

SHRI GHULAM NABI AZAD : I am sorry, I have not been able to get the information on this. We saw only the upper part of the truck. Only the upper part of the truck was damaged because the whole thrust was on the bales of cotton which might have been 10 to 15 feet above the vehicle. So, there were some bales still in the truck between those two wooden walls. They were still there. But the bales on the upper side were spread over almost a kilometre radius. There has been a mention about... (*Interruptions*)...

SHRI GHULAM NABI AZAD : Let me complete.

THE DEPUTY CHAIRMAN : Let him complete.

SHRI GHULAM NABI AZAD : I will explain. Whatever I know, whatever I have seen, I will definitely explain, I will not hide anything.

As for the experience of the captain, Captain Shri Shiv Narain Singh was born on 25th March, 1952. His licence was renewed on 22-11-1985. The last medical test was done on 8th April, 1993. He was a co-pilot on Avro on 28th October, 1981 ... (*Interruptions*)... This has been asked. You were not here. These are the questions which have been asked. I am replying to the questions which have been asked.

SHRI PRAMOD MAHAJAN : Flying experience is more important.

SHRI GHULAM NABI AZAD : I am coming to that. This is the progression how one becomes a pilot. So, he was a co-pilot on Avro as on 28th October, 1981. Then, he was pilot-in-command on Avro on 26th June, 1987. Then he has been a co-pilot on 737, the type of aircraft which met with this accident, on 17th April 1986. while he was a Pilot-in-Command on Boeing 737 since the 16th January 1992.

The total hours flown by him are 4,963 hrs. 50 mts., that is, almost 5,000 hours. till the 30th of March.

SHRI SURESH KALMADI : The total is one year as Pilot ?

SHRI GHULAM NABI AZAD : It is one year and three months.

SHRI SURESH KALMADI : As Co-pilot ?

SHRI GHULAM NABI AZAD : So, his flying experience is almost 5,000 hours till March. Till April, we do not have the information.

As far as the Co-pilot is concerned it is a lady Co-pilot, Ms Manisha Mohan, born in 1962. Licence was issued in 1988 and the last medical was done on 21st April 1993. Was a Co-pilot on 737 since the 6th of October 1989 and the total hours flown are 1,172 and hours flown as Co-pilot on 737 up to the 30th of March are 921.

There has been a mention of the Black Boxes, the two Black Boxes, that is, the CVR and the FDR. Both the Black Boxes have been procured and they are in position.

SHRI DINESHBHAI TRIVEDI : What are you going to do to avoid such accidents ?

SHRI GHULAM NABI AZAD : I will come to that.

Number one : A judicial inquiry will be conducted.

Number two : I have already said that these four aircraft whose age is more than 20 years will be grounded.

Number three : I will be holding a meeting with the Revenue Ministers from different parts of the country and I will take up the matter because we have a massive expansion programme in the coming three or four years as far as extension and expansion of runways and other facilities are concerned. But mostly we are suffering because of the land acquisition problems.

DR. YELAMANCHILI SIVAJI : (Andhra Pradesh) : What are you doing with regard to Hyderabad ?

SHRI GHULAM NABI AZAD : I am coming to that.

So, within a week's time I will be having the meeting with the Revenue Ministers—they are concerned—and we will try to acquire land as soon as possible wherever the extension of runways is required so that we do not have this problem in future.

We have some programmes in Bombay also. I have already discussed with the honourable Chief Minister yesterday. We have some Jhuggi-jhonpris at the international airport there. We had taken up this with the earlier Chief Ministers also. But the present Chief Minister was kind enough and within a week's time we will fix up a meeting with him and find some solution for the Bombay airport also.

We have some problems in Hyderabad also. We will have a meeting with the Government there also. So, I can assure this august House that on our part we will try our best to overcome these difficulties with your support, with your guidance and with your suggestions. Thank you.

SHRI SURESH KALMADI : Madam, the Minister has mentioned about grounding of aircraft...(Interruptions)...

SHRI SANGH PRIYA GAUTAM : Have you fixed the responsibility...(*Interruptions*)...

THE DEPUTY CHAIRMAN : Just a minute, please...(*Interruptions*)...

SHRI SURESH KALMADI : Madam, the honourable Minister has mentioned about the grounding of these aircraft. I would like him at this stage to alter the figure of 20 years to 15 years. Mr. Azad, you yourself have assured on the floor of this House that you will consider it. Anyhow, it is a bold decision to ground these aircraft which are more than 20 years old. In the interest of flight safety, I would request that you ground all the aircraft which are over 15 years in the Indian Airlines and Air-India and the Vayudoot.

SHRI GHULAM NABI AZAD : Madam, I have said that the fleet renewal will be done in a phased manner.

SHRI SURESH KALMADI : Another point is that it is now very clear that *prima facie* the case is one of overloading of the aircraft. If it is 41 tonnes maximum of all weight, I would say that with that sort of runway and with that sort of old aircraft, then the culprit of the piece is the overloading of the Boeing aircraft. And, as Mr. Trivedi has said, how much of it was the courier service because the courier service grossly underweight the weight of their packages before they load them up. So, I think, we have got the *prima facie* case. And on the basis of this, I would like to know whether the Indian Airlines staff there, the Supervisor there, and the Station Director have been suspended immediately or not. Sir, I think, it is a grave negligence. I still feel that this 41-tonne figure has been doctored. The Minister should make an enquiry as to the exact amount of tonnage which has gone into that. And with such a short runway, the temperature being 40 degrees, I want to know whether you have refuelled the aircraft to the full. I think, they have come very near to it. The Minister told us the load figure. We have not asked him. But he has given the figure. He should have an enquiry because the culprit, I think, has been found.

SHRI SANGH PRIYA GAUTAM : I think, he should also ground himself.

SHRI DINESHBHAI TRIVEDI : That courier bag is taken as passenger cargo. Would you stop that practice or not ? It is passenger package. It should go as cargo.

SHRI GHULAM NABI AZAD : Today the running is done by the Corporation. I will have to sit with the Corporation, with the Managing Director and those who are doing the day-to-day thing. They will have to do this.

SHRI DINESHBHAI TRIVEDI : What about licensing of the airfield ? Will you consider that ?

SHRI GHULAM NABI AZAD : There are suggestions from the hon. Members which I will take. You have given very good suggestions. We will discuss them in some Consultative Committee meeting. And we have also Mr. Mahajan as the Chairman for the Standing Committee on Civil Aviation. We can discuss some suggestions there also. Whatever good suggestions are there, whatever suggestions will come from the hon. Members to improve the proper functioning of the Civil Aviation—there is always scope for further improvement—those suggestions will be taken.

SHRI SANGH PRIYA GAUTAM : I have given you a good suggestion. But you have not accepted it.

SHRI GHULAM NABI AZAD : It is unfortunate that you are not serious about the issue.

THE DEPUTY CHAIRMAN : Mr. Minister, in case where the Pilot is also dead, then the black boxes have got their very great significance. But what Mr. Kalmadi said is that the Pilot, thank God, is alive. Now, somebody should have enquired from him whether the aircraft is on the correct height or not.

SHRI GHULAM NABI AZAD : Fortunately the Pilot and the crew—four of them—have survived, and we flew them with us today in the early morning. I talked to the Pilot. He has confirmed that he hit the truck.

THE DEPUTY CHAIRMAN : It is obvious that he hit the truck. Otherwise, now was there a crash ? Why ?

SHRI GHULAM NABI AZAD : Well, I think...(*Interruptions*) I think...

श्री प्रमोद महाजन : उपसभापति महोदय, मेरी बहुत गंभीर आपत्ति है। बार-बार मंत्री महोदय, मानो इस दुर्घटना की सारी जिम्मेदारी उस ट्रक पर डाल रहे हैं और मुझे लगता है, हम इसमें राजनीति नहीं ला रहे हैं, वह ट्रक खड़ा होगा, वह 25 फीट का होगा लेकिन आखिर वह हवाई जहाज पर्याप्त उड़ान क्यों नहीं भर सका, इसका जवाब आपने नहीं दिया है ? आप अगर प्राइमाफेसी... (**व्यवधान**)...

श्री गुलाम नबी आजाद : उसी के लिए तो ज्यूडिशियल इंक्वायरी की है ।

SHRI PRAMOD MAHAJAN : Don't go on blaming the truck.

ट्रक का खड़ा होना गलत है, होना नहीं चाहिए, उसकी ज्यादा हाइट नहीं होनी चाहिए लेकिन अगर हवाई जहाज हाइट गेन नहीं कर सका, उसका अगर वेट ज्यादा था तो आपकी जो पायलट से बात हुई तो पायलट ने आपको बताया कि हाइट क्यों नहीं गेन की ? उसने आपको बताया कि मैं ट्रक से टकराया, जो सारी दुनिया जानती है कि टकराया, लेकिन उसने हाइट क्यों नहीं गेन की, इसका जवाब नहीं आया ? आप इन सारी चीजों को ट्रक के साथ जोड़कर हाथ झटकाए जा रहे हैं। यह ठीक नहीं है। मुझे तो लग रहा है कि हवाई जहाज नहीं उड़ रहा था, ट्रक उड़ रहा था ।

SHRI SURESH KALMADI : That is why he said it was a high-rise truck.

श्री प्रमोद महाजन : अगर आप गंभीरता से इस पर विचार करना चाहते हैं तो बार-बार इधर-उधर घूमकर फिर ट्रक के साथ जोड़कर न कहें कि 2 लाख लोगों ने देखा । आपने देखा, हमारे लिए काफी है । सवाल यह है कि उसने हाईट क्यों नहीं पकड़ी ? जो बेसिक सवाल है, आप उसका जवाब नहीं दे रहे हैं।

श्री गुलाम नबी आजाद : मैं फिर कहूंगा कि अगर यह पता होता तो जूडिशियल इंक्वायरी की जरूरत ही क्या थी ?

This question is irrelevant. The pilot is a person who came out of the shock and you

cannot expect me to interrogate him. And I am not the interrogating authority.

THE DEPUTY CHAIRMAN : The discussion is over. Now, we have another statement.

SHRI JAGDISH PRASAD MATHUR : Yet another statement ?

THE DEPUTY CHAIRMAN : There are three.

श्री प्रमोद महाजन : स्टेटमेंट कल करेंगे। करेंगे।

THE DEPUTY CHAIRMAN : We have got one statement more. Then we have got clarifications on hijacking about which the statement was made yesterday. But if the House so agrees, we will ask the Minister to lay the statement on the Table of the House, so that you have the copies and tomorrow you ask clarifications, if the House so agrees. स्टेटमेंट तो हो जाएगा।

श्री प्रमोद महाजन : हम समझते हैं कि यह बहुत महत्वपूर्ण है। क्लैरिफिकेशन कल करेंगे। स्टेटमेंट शायद लोकसभा में हुआ होगा। हाईजैकिंग का अभी कर लें, बंबई ब्लास्ट का कल हो जाएगा।

उपसभापति : होम मिनिस्टर साहब स्टेटमेंट तो कर लें।

कुछ माननीय सदस्य : आप स्टेटमेंट लेकर दीजिए।

उप सभापति : ठीक है, आप लेकर दीजिए।

STATEMENT BY MINISTER

Bomb blasts in Bombay

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN) : I lay on the Table of the House a statement regarding investigation by the Bombay Police in regard to bomb explosions in Bombay on March 12, 1993.

(Ends.)

THE DEPUTY CHAIRMAN : Copies should be circulated now.

AN HON. MEMBER : will he not read it out ?

THE DEPUTY CHAIRMAN : He has laid it. And tomorrow we can have clarifications. Whether he reads it out or gives the statement to you, it is one and the same thing. You can read it.

Now, what about the statement on hijacking ? Are we going to hijack that also for tomorrow ?

THE LEADER OF THE OPPOSITION (SHRI SIKANDER BAKHT) : Yes.

THE DEPUTY CHAIRMAN : We have 15 clarifications here and we have 15 clarifications there. That means there would be 30 clarifications.

श्री प्रमोद महाजन (महाराष्ट्र) : दोनों पर अगर क्लैरिफिकेशन कल होना है तो बंबई ब्लास्ट पहले ले लें क्योंकि हाईजैकिंग तो हो चुका।

SHRI S. B. CHAVAN : Since I will have to go to the other House also because Demands of my Ministry are going to come up, might be tomorrow in the evening, but I would like the Bills to be taken up as far as possible, and thereafter, we can take up other things. So, priority will have to be given to the Bills.

THE DEPUTY CHAIRMAN : Priority will have to be given to the Bills.

SHRI JAGDISH PRASAD MATHUR (Uttar Pradesh) : What time does he want ?

THE DEPUTY CHAIRMAN : After the regular business tomorrow morning.

SHRI S. B. CHAVAN : If you can stop the zero hour and also the special mentions, if possible.

THE DEPUTY CHAIRMAN : I would be very happy to do that. So, the Members want me to adjourn the House.

The House stands adjourned till 11 A.M. tomorrow.

The House then adjourned at twenty-eight minutes past six of the clock till eleven of the clock on Wednesday, the 28th April, 1993.

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